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## INFORMATION REPORT

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SUPPLEMENT TO  
REPORT NO.1 Rumanian Air Force

1. The total strength of the Rumanian Air Force in September 1948 was not more than approximately 100 aircraft, most of which were Me 109-F's, Me 109-G's, and HE-111's. The Air Force also had one DO-17 and one Ju-86. Rumanian officials mentioned that they were expecting to receive a few new Russian-made aircraft. Source found that Rumania did not have a crystallized pilot-training system at this time. From discussions with Rumanian officials, source concluded that they plan to adapt the principles of training to military requirements in both glider and power aviation.

TARS

2. "TARS", the Soviet-Rumanian airline, flies on alternate days between Bucharest and Prague, and once a week between Bucharest and Milano and between Bucharest and Paris. According to Rumanian officials, the greatest number of passengers are carried on the Bucharest-Milano route, but the other lines carry very few. The airline has a total of 18 LI-2's, 12 PO-2's and possibly two Ju-52's. One HE-111 has been converted for passenger service and is used exclusively by the Rumanian Government. In order to avoid further escapes via commercial aircraft, a member of the Rumanian State Security Department accompanies each flight.

3. Sport Aviation

3. Rumanian sport airplanes now number approximately 25 Klems, 35 Storchs, 6 Bucker Jungmanns and approximately 50 Bu-131's. Considerable difficulty has been encountered in preventing escapes using these small planes. According to Rumanian officials it has been almost impossible to replace light aircraft engines, and plans have been discussed to construct an engine factory in Rumania.

Glider Aviation

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instructors and a model building shop, were built at the beginning of the second world war. The site of the school is not well adapted to glider training, but the fact that permanent installations had already been built led to the retention of the school at Câmpina. The number of students, instructors and gliders at this field is not known. The Rumanians have no gliders of their own construction, and an agreement has been reached in principle whereby the Hungarian Government is to furnish "M-22" and "Futar" gliders in exchange for Rumanian lumber.

5. The Calani airfield is equipped with temporary wooden barracks, a small power plant, and a weather station. In the opinion of source, the site chosen for the field is excellent. In September 1948 there were 22 students in training, 22 instructors, and approximately 35 other employees at the field. Source gained the impression that the field is overly-administered and that the problems of flight training are not approached seriously. Rumanian officials have requested that Hungary send two or three outstanding instructors with gliders to this school. It is not known, however, whether the Hungarian Government will carry out this request.

#### Commercial Pilot School of Ploesti

6. The school has two barracks, several permanent buildings, and two large hangars, each of which could contain approximately ten two-engined small planes. A Siemens-manufactured "Link-Trainer" is set up in one of the barracks. The school has two HE-111's, one Lockheed Lodestar, one LI-2, one FW-58, and several smaller aircraft such as Ju-34's. One of the requirements for graduation from the school is familiarity with the "ZZ" method used in blind landings. Students of this school are selected from former Rumanian Air Force personnel, according to their political reliability. It is intended that they will replace the commercial pilots now employed by Rumanian airlines, who are not regarded as politically reliable.

#### The Baneasa Airfield

7. The field is situated 4 - 5 kilometers north-northwest of Bucharest. It is equipped with a radio direction indicator operating on a frequency of 258 kilocycles, call sign YA; and has a concrete runway which is approximately 1,200 meters long and 80-100 meters wide. The runway has a heading of 85°-265° and the altitude of the field above sea level is 95 meters. To the west of Baneasa airfield is a field for sport planes with three or four hangars, each having adequate space for 20 - 25 small sport planes. To the east, and nearer Baneasa, is a military airfield equipped with hangars and a runway which seems somewhat larger than that of the commercial airport of Baneasa.

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